



- Adding Possible Right Turn Lanes Throughout the Corridor and How They Would Affect the Scope Change: *(Long)*  
Six locations were reviewed and staff believes each turn location would garner another point but cumulatively no more than five. She reviewed the following six turn locations providing impact and cost information:
  - Right Turn Lane at Mount Normandale Drive:
  - Right Turn Lane at Northwood Ridge
  - Right Turn Lane at Southwood Drive
  - Right Turn Lane at Norman Ridge Drive (N)
  - Right Turn Lane at Norman Ridge Drive (S)
  - Right Turn Lane at Toledo Road

Oleson asked if the right-turn lane at Toledo would cause cut-through traffic through the neighborhood.

Long replied very little cut-through traffic would be generated at this location by this right-turn. Staff was more concerned about the southbound left turns into the neighborhood.

- Toledo Road AM/PM Turn Restrictions: *(Long)*  
She discussed the three options provided in the memo.
  - Full access with AM/PM turn restrictions.
  - Full access with future AM/PM turn restrictions.
  - Modified access with right-in/right-out at Toledo.

Long discussed the challenges with a right-in/right-out option at Toledo. She discussed the scoring scenarios (Option #1, #2 and #3) and said staff recommends Option #2 (right-in/right-out at Norman Ridge (S),  $\frac{3}{4}$  access at Northwood Drive, and full access at Southwood.

Mark Bernhardson, City Manager said these scoring options do not include any right turns, which could garner up to an additional 5 points each but at a cost of \$400,000 - \$500,000 in local dollars if all six turn lanes were added.

Baloga asked if Hennepin County would participate in funding the right turn lanes. He believes it makes sense to add them from a safety standpoint to reduce the number of rear end accidents.

Shelly Pederson, City Engineer said Hennepin County might not participate in the right turn lane funding, as the right turn lanes aren't warranted today.

Bernhardson said most of the accidents occur heading northbound. He said the City could add all of the right turn lanes and it might help with Option #2 but the data doesn't indicate there would be a significant change in the number of rear end crashes. He said the Council has to decide which of the three options it wants to do and then determine if right turn lanes should be added to any of them. He said a right turn lane doesn't make or break the grant funding.

Winstead said the Council has heard from the neighbors on how these potential changes will affect their neighborhoods but it has to make a decision on what is best for Bloomington overall.

Oleson asked what happens if the options don't score well enough to get the federal funding.

Pederson said it involves \$5-6 million in funding so the project would probably not move forward. She said Hennepin County doesn't have \$3 million nor does the City have it to match.

Carlson said none of the scoring scenarios includes any right turns and doesn't see the value in adding right turns to any of the options. He's concerned Option #2 only gives the City a 50/50 percent chance in getting the funding. He said he might be interested in pursuing Option #1.

Winstead commented Toledo doesn't move the needle in the scoring.

Baloga said there is merit to the right turn lanes and he would support Option #2.

Abrams supported Option #2.

Busse said he can live with Option #2 but prefers Option #1 to get better scoring in order to get this done.

Bernhardson said the City has little time to get this done and the Council has one chance to do something. He said if the City doesn't get Option #2, it could do Option #1. He explained staff is trying to balance the needs and concerns of the neighborhood with the safety of drivers citywide. He said staff is not recommending Option #3.

Lowman asked if Option #1 is chosen, could it be reconfigured in the future.

Bernhardson replied, once it's been designed, the  $\frac{3}{4}$  access can't be added without having to redo a lot of it.

Winstead asked if there were any deal stoppers with regard to the wetland.

Long replied there could be some deal killers by some other agencies once an option is presented to them.

Winstead said there is consensus for Option #2 so directed staff to move forward with it.

Bernhardson asked the Council who desires to add right turn lanes at an approximate cost of up to \$800,000 for all of them.

Winstead said he likes right turn lanes at all of the locations on the west side of the road but was taken aback regarding what it will take for the right-in/right-out on Toledo. He supports all of the right-turn lanes.

Bernhardson went through each of the following locations and asked the Council if they desired to have a right-turn lane added:

Mt. Normandale Drive: Yes  
Northwood Ridge: No.  
Southwood Drive: Yes.  
Norman Ridge Drive (N): No.  
Norman Ridge Drive (S): Yes.  
Toledo Road (Northbound) Right-in only: Still undecided.

#### **Adjourned Meeting**

Mayor Winstead adjourned the study meeting at 6:59 p.m. and said this item would be continued upon conclusion of the regular meeting.

#### **Reconvened Meeting**

Mayor Winstead reconvened the study meeting at 8:06 p.m.

Starting where he left off in the first session, Winstead said he was surprised to see the PM peak hour counts higher on the northbound side of Normandale compared to the southbound side and indicated his support for a right-in only at Toledo Road. He asked the rest of the Council for their feedback.

Toledo Road (Northbound) Right-in only: Yes.

Toledo Road – AM/PM Turn Restrictions including construction of a left turn lane into the neighborhood: No decision at this point.

Toledo Road – AM/PM Turn Restrictions with no left turn lane into the neighborhood: No decision at this point.

With no left turn onto Toledo, Baloga asked if there would be a “No U-turn” sign at the end of that left turn bay.

Winstead said when he sees how much ROW would be needed and the disruption that would result for the 9172 Toledo Road property owner, it makes him think this one might not be a good decision.

Bernhardson said the no left turn restriction currently at Toledo was put in as an accident reduction method but has also served as a cut-through reduction method. He said with a restriction sign, 90% of the cut-through traffic can be reduced and the left turn lane bay provides safety. He said the recommendation is for a left turn bay with no signage.

Winstead asked if there was an example of a left turn bay with a restriction.

Bernhardson said Public Works recommends leaving out the signage but it could be added if cut-through traffic becomes a problem.

Winstead said he doesn't like any of the options.

Carlson asked if this is a traffic accident concern the way it is currently constructed.

Long said turn restrictions were put in because of the accidents.

Carlson said cut-through traffic is an issue for him.

Roberts reported the lack of turning movements in the AM and PM has helped reduce crashes. He said there are crashes outside of the AM/PM peak hours and the addition of a turn lane is about all that can be done to stop that. He said time restrictions can be imposed, but that can be problematic.

Oleson said if cut-through traffic started occurring, the City could choke it off.

Roberts said cut-through traffic wouldn't create a safety issue but would create a quality of life issue for property owners.

Winstead commented cut-through traffic is caused by people in a hurry. It's an issue the Council hears about constantly all over town. He doesn't like the left turn with a restriction sign but said the left turn lane would provide an avenue for cut-through traffic. He'd prefer to see no left turn lane and keeping the restrictive signs as they are today but does want to solve the safety issue.

Oleson said the people who would be accessing Normandale from that neighborhood might prefer to have the cut-through restriction design while being a little more inconvenienced themselves.

Pederson said staff could poll the Toledo neighborhood with a couple of options. A polling card could ask if they prefer the previous right-in/right-out or would they be willing to give up Normandale Boulevard left turns into their neighborhood. She said they could present the following options to the neighborhood: Right-in/right-out option, right-in/right-out and a left turn lane with time of day restriction, or have no left turn lane.

Abrams supported polling the neighborhood to help the process.

Winstead asked why or why not to have a left turn lane ever off of Normandale onto Toledo. He wanted the positives and negatives to that.

Baloga asked if there was a timing issue in getting this submitted and how would polling the neighborhood affect that.

Long replied staff has to submit the application by July 1 in order to get an answer by September 1. She said polling the neighborhood would delay the submittal and response by one month.

Karl Keel, Public Works Director suggested proceeding with the scope change but leaving this as it's currently proposed and then working out the details of this intersection. He said the Council could change the design based on the neighborhood response, as it wouldn't affect the scoring.

Baloga said the pork chop is too intrusive.

Bernhardson reviewed the three options on which the neighborhood will be polled: Left turn bay with or without signs, no left turn bay, or the pork chop.

Roberts deciphered what the letter symbols mean in the crash report and said the City's webpage will be updated.

Winstead said if it scores well and gets approved, it is highly likely it will get built in this configuration.

**6.2 Old Cedar Avenue  
Bridge / Long Meadow  
Lake Update and  
Bridge Enhancements  
(30)**

Requested Action: Provide feedback on the alternatives presented for the Old Cedar Avenue Bridge enhancements in conjunction with Project 2010-201.

Julie Long also presented the staff report on this item. She said staff is looking at options and the City is teaming up with the U.S. Fish & Wildlife (USFWL). She said USFWL is open to new ideas on what amenities can be brought to this project. The following slides were presented:

- **Schedule Next Steps:**  
A public open house is planned on June 24 with another one in the fall. Plan to bid in the fall 2014/early 2015. She introduced the SRF Consultants Matt Cramer and Mike Jischke.
- **Overview of Rehabilitation: (Cramer)**  
Photos of the bridge condition taken during inspection of the bridge were shown to determine what form of rehabilitation will be needed. There are some eminent failure conditions. Everything below the floor decking needs to be replaced.

- Bridge Rehabilitation Visualization:  
Before and after photos of what the bridge could look like were shown. A pedestrian/bicycle shared-use facility with striping on the deck. Will include an upgrade to the railing. It should be a bridge that lasts 50 years.
- Bridge Enhancements – Proj. Context: (*Jischke, Landscape Designer*)  
He focused on the west end of the bridge. Showed an aerial photo indicating the yellow triangle is the west gateway area in the flood plain just ahead of the bridge. He said Old Cedar Avenue connects to it. It opens connections to a wider trail project. USFWL is looking to see how this can be a gateway to the rest of their resources. This is a scoping process.
- Existing Photos:
- Potential Design Features:  
Limestone, bike racks, treatment of stormwater, and potential restroom facility. This will be a key trailhead location so there is potential for a boardwalk or overlook opportunities.
- West Gateway Area – Concept A Site Plan:  
Parking lot will be accessible for school buses and will continue to accommodate 50-60 cars. This will be a transition area down the hill and onto the bridge. Some traffic calming for bikers as they approach the bridge will be provided. This is the widest approach.
- West Gateway Area – Concept A Rendering:
- West Gateway Area – Concept B Site Plan: A narrower approach.
- West Gateway Area – Concept B Rendering:
- West Gateway Area – Concept C Site Plan: A narrower approach.
- West Gateway Area – Concept C Rendering

Winstead said designing this area will be important. He asked for the usage numbers at the Bush Lake and Moir Park park shelters. He said these are important elements and asked if there were any elements on the other side of the bridge and if there was a place for a picnic area.

Jischke said they haven't yet studied it to that detail. He said this area is within the floodway and the existing roadway embankment is narrow. He said there could be an overlook or stopping point but there wouldn't be any room to build something.

Bernhardson asked if there was any space on the north bank of the Minnesota River to do anything at the juncture of the two.

Pederson said there is a little more space at the river, which is where the state trail comes in but it's currently under water. She said staff would be happy to look at what could be there but said there's a limit on what can be done due to its location within a floodway.

Busse thanked SRF for their great presentation and ideas. He said given the wild area along the river bottoms, the City should look at this as a refuge area. A place to have a water break or use the restroom. It should be a place that people can come to but it must be durable and sustainable given it's located within a flood area. He said it has to be accessible to everyone – people of all ages, school kids, etc. He said this is a great opportunity so it needs to be special for everyone.

Bernhardson said the City owns the ROW and the bridge so there is a limitation regarding the funding from the City side. He said USFWL is also limited. There are limitations on the City's funding control and funding sources.

Jischke commented the width of the City's ROW is approximately 65 feet.

Abrams inquired how people get to this particular area from all directions and how does it tie in as a regional feature to be all that it can be. She asked if the consultants had looked at other state trails and their features to see how they tie into the local elements. She mentioned there will be mosquitos down at the river. She asked what the City needs to do to partner with the private sector in order to amenitize this location to make it an experience equal to that of visiting the Mall of America from another community.

Baloga said it seems the City is developing a plan for which it doesn't have a budget and requested cost information on the amenities. He said the cost of the bridge rehab is still unknown and the City might not be able to afford these amenities.

Bernhardson said the City initially set aside approximately \$1 million but anticipates the budget for this might come in under the use of the other Fiscal Disparities monies it has. He said USFWL is willing to bring some money to the table. He said people have a lot of enthusiasm for doing something special here because it's a linkage to the trail and eventually the State Trail and the Intercity Trail. He said the City won't know how much it will cost until it actually goes out for bids. He said it's better to let the Council brainstorm and dream big in case there is money available. He said the City has a certain amount of money it can spend within certain limits with regard to the ROW and how it's positioned. He said if Council can tell staff what they'd like to see here, staff will see if it will fit within the budget. They could be add alternates to a bid or bid separately. He said nothing is lost on dreaming big, as this is the type of project that can be pared back if necessary.

Baloga expressed concern about setting expectations in front of the open house attendees tomorrow and not being able to financially deliver them.

Bernhardson told staff to be clear and inform people that these are brainstorming ideas and that because the funding is unknown, the City doesn't know what amenities can be funded.

Carlson asked Council to not lose site of the vision -- the historical markers, public art, bus parking and cuing to accommodate larger vehicles safely, and the bike trail along Old Cedar Avenue, which will require bicycles to be addressed at some point. He said signage will be key. He challenged the architect to do something creative with the lighting in the park setting and on the bridge itself.

Long said lighting on the bridge is against the historic preservation rules for the bridge. She said USFWL has some concerns with the lighting also but staff plans to do something creative with the lighting; just not on the bridge.

Jischke mentioned the USFWL Refuge closes at dark.

Oleson said he's heard a lot of buzz and excitement in his district regarding the bridge, which could lead to some purses opening up. He suggested the City needs to offer opportunities to the private sector to work on some collaborative efforts.

Bernhardson again reminded the Council the City is limited on what property it has control over.

Sandra Johnson, City Attorney said the first funding for the bridge was limited to the bridge itself. If there is left over money and Fiscal Disparities money, she'll have to see if it can be spent on those amenities. She said as it's not the City's land, the City will have to make sure it's what the USFWL and others want done also.

Oleson commented on the bike trail down Cedar Avenue and said the road is in terrible condition.

Long said staff is looking at the 2015 Pavement Management Program (PMP) Street Improvement Project to build something that will fit. She'd like to include Old Cedar Avenue in the 2015 PMP Project.

Oleson asked if the benches were under water.

Jischke replied during an average year, water does not enter the parking lot but said this is probably a 100-year event so any improvements put in there have to be durable.

Winstead commented more rules are involved because this is historic restoration.

Long added the City is working with a historian.

Lowman said he wants this bridge to be as memorable and identifiable to Bloomington as is the Mall of America (MOA).

Long asked Council for direction on the elements presented – restrooms vs. porta-potties, etc.

Winstead said there is a cost estimate here -- it's restoration and location and the Council needs to start thinking about real structures.

Bernhardson said there are 5-6 elements and a range of amenities -- restrooms, walkways, viewing platform, one over the wetland or closer to the edge, approach elements, etc. He said staff will provide user information on other City park shelters. He reiterated mosquitos will need to be considered whether it's a long-stay type of amenity or a just passing-through type of amenity.

Winstead said this might be an amenity for the guests staying in the hotels and the MOA just upstream. He said think about the elements that will make this an attraction, if that is what the Council wants to do.

Keel asked if the Council is comfortable with the level of amenities presented.

Winstead said it might be widely used and asked if these amenities will be adequate.

Keel said USFWL will be handling the programming and said they won't be promoting it as a park like the City does with Moir Park.

Abrams said this vision fits the City's level of bicycle types but it's probably on the conservative side. She hopes other groups will present more visionary-type ideas for this area but said this is a good start.



Winstead reminded staff to put out a disclaimer regarding the unknowns relating to the funding of these amenities.

**7      ADJOURN**

Mayor Winstead adjourned the second portion of the study meeting at 9:30 p.m.

Barbara Clawson  
*Council Secretary*